

Australian Heritage Database

Class : Historic

Item: 1

Identification

List:	National Heritage List
Name of Place:	Sullivans Cove and Precinct
Other Names:	
Place ID:	105886
File No:	6/01/004/0311
Nomination Date:	09/07/2007
Principal Group:	Urban Area

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Assessment

Recommendation: Place does not meet any NHL criteria

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Other Assessments: National Trust of Australia (Tas)
Tasmanian Heritage Council : Entered in State Heritage List

Location

Nearest Town: Hobart

Distance from town (km):

Direction from town:

Area (ha):

Address: Davey St, Hobart, TAS, 7000

LGA: Hobart City ~~TAS~~

Location/Boundaries:

The area set for assessment was the area entered in the Tasmanian Heritage Register in Davey Street to Franklin Wharf, Hobart.

The area assessed comprised an area enclosed by a line commencing at the intersection of the south eastern road reserve boundary of Davey Street with the south western road reserve boundary of Evans Street (approximate MGA point Zone 55 527346mE 5252404mN), then south easterly via the south western road reserve boundary of Evans Street to its intersection with the south eastern boundary of Land Parcel 1/138719 (approximate MGA point 527551mE 5252292mN), then southerly and south westerly via the south eastern boundary of Land Parcel 1/138719 to the most southerly point of the land parcel (approximate MGA point 527519mE 5252232mN), then south easterly directly to the intersection of the southern road reserve boundary of Hunter Street with MGA easting 527546mE (approximate MGA point 527546mE 5252222mN), then southerly directly to the intersection of the southern boundary of Land Parcel 1/129483 with MGA easting 527558mE (approximate MGA point 527558mE 5252147mN), then southerly directly to the north eastern corner of Land Parcel 3/163045 (approximate MGA point 527477mE 5251794mN), then southerly via the eastern boundaries of Land Parcels 3/163045 and 1/163045 to the

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intersection with the northern road reserve boundary of Castray Esplanade (approximate MGA point 527474mE 5251744mN), then easterly via the northern road reserve boundary to its intersection with MGA easting 527588mE (approximate MGA point 527558mE 5251724mN), then south westerly directly to the most northerly point of Land Parcel 2/23574 (approximate MGA point 527546mE 5251707mN), then south westerly via the north western boundary of Land Parcel 2/23574 to its intersection with MGA northing 5251697mN (approximate MGA point 527540mE 5251697mN), then westerly directly to MGA point 527499mE 5251704mN, then northerly directly to the intersection of the northern boundary of Land Parcel 0/107424 with MGA easting 527501mE (approximate MGA point 527501mE 5251719mN), then westerly via the northern boundary of Land Parcel 0/107424, westerly and southerly via the northern and western boundaries of Land Parcel 2/163301 and southerly via the eastern boundary of Land Parcel 2/130018 to the most southerly point of the land parcel (approximate MGA point 527476mE 5251686mN), then south westerly directly to the intersection of the southern road reserve boundary of Salamanca Place with MGA easting 527472mE (approximate MGA point 527472mE 5251675mN), then westerly via the southern road reserve boundary to its intersection with the eastern boundary of Land Parcel 1/133177 (approximate MGA point 527335mE 5251698mN), then southerly and westerly via the eastern and southern boundaries of Land Parcel 1/133177 to the south western corner of the land parcel (approximate MGA point 527323mE 5251661mN), then westerly directly to the most northerly point of Land Parcel 3/145260 (approximate MGA point 527292mE 5251664mN), then westerly via the northern boundary of Land Parcel 3/145260 to the north western corner of the land parcel (approximate MGA point 527277mE 5251662mN), then north westerly directly to the corner of the eastern and southern boundaries of Land Parcel 1/90478 at approximate MGA point 527275mE 5251665mN, then westerly, southerly and westerly via the southern boundary of Land Parcel 1/90478 to its intersection with MGA easting 527229mE (approximate MGA point 527229mE 5251655mN), then south westerly directly to MGA point 527226mE 5251643mN, then north westerly directly to the intersection of the western boundary of Land Parcel 1/128967 with MGA northing 5251647mN (approximate MGA point 527211mE 5251647mN), then north easterly via the western boundary of Land Parcel 1/128967 to the north western corner of the land parcel (approximate MGA point 527213mE 5251655mN), then westerly directly to the south eastern corner of Land Parcel 0/127919 (approximate MGA point 527208mE 5251656mN), then westerly via the southern boundaries of Land Parcels 0/127919 and 1/197011 and westerly and north easterly via the southern and western boundaries of Land Parcel 1/128968 to the intersection with the south eastern corner of Land Parcel 1/122931 (approximate MGA point 527166mE 5251674mN), then north westerly and north easterly via the southern and western boundaries of Land Parcel 1/122931 to the intersection with the southern road reserve boundary of Salamanca Place (approximate MGA point 527141mE 5251700mN), then westerly via the southern road reserve boundary to its intersection with the north western corner of Land Parcel 1/101911 (approximate 527099mE 5251700mN), then westerly directly to the intersection of the eastern boundary of Land Parcel 0/60166 with MGA northing 5251701mN (approximate MGA point 527084mE 5251701mN), then southerly and generally north westerly via the eastern, south western and north western boundaries of Land Parcel 0/60166 to the intersection with the south eastern boundary of Land Parcel 1/197036 (approximate MGA point 527044mE 5251689mN), then north westerly and south westerly via the south eastern boundary of Land Parcel 1/197036 to its intersection with the south eastern boundary of Land Parcel 1/197037 (approximate MGA point 527036mE 5251684mN), then south westerly, north westerly and generally north easterly via the south eastern, south western and north western boundaries of Land Parcel 1/197037 to the intersection with the most southerly point of Land Parcel 3/90515 (approximate MGA point 527027mE 5251697mN), then north westerly via the south western boundary of Land Parcel 3/90515 and north westerly and north easterly via the south western and north western boundaries of Land Parcel 1/67868 to the intersection with the most southerly point of Land Parcel 2/67868 (approximate MGA point 527015mE 5251715mN), then north westerly and north easterly via the south western and north western boundaries of Land Parcel 2/67868 and north easterly via the north eastern alignment of the north western boundary to its intersection with the road centreline of Salamanca Place (approximate MGA point 527019mE 5251749mN), then north westerly via the road centreline to its intersection with MGA easting 526946mE (approximate MGA point 526946mE 5251803mN), then north easterly directly to the intersection of the road centreline of Parliament Lane with MGA northing 5251819 (approximate MGA point 526951mE 5251819mN), then north easterly via the road centreline of Parliament Lane to its intersection with MGA northing 5251899mN (approximate MGA point 526978mE 5251899mN), then south easterly directly to MGA point 527011mE 5251880mN, then north easterly directly to the intersection of the south western road reserve boundary of Murray Street with MGA easting 527015mE (approximate MGA point 527015mE 5251891mN), then easterly directly to the most westerly point of Land Parcel 1/129219 (approximate MGA point 527061mE 5251893mN), then north easterly via the north western boundary of Land Parcel 1/129219 to its intersection with the most southerly point of Land Parcel 4/129483 (approximate MGA point 527129mE 5251992mN), then north westerly and north easterly via the south western and north western boundaries of Land Parcel 4/129483, north easterly via the north western boundary of Land Parcel 3/129483 and north easterly and south easterly via the north western and north eastern boundaries of

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Land Parcel 1/248944 to the intersection with the north western boundary of Land Parcel 1/129219 (approximate MGA point 527152mE 5252031mN), then north easterly and north westerly via the north western boundary of Land Parcel 1/129219 to its intersection with the south eastern road reserve boundary of Davey Street (approximate MGA point 527135mE 5252176mN), then westerly directly to the intersection of the north western road reserve boundary of Davey Street with the north eastern road reserve boundary of Argyle Street (approximate MGA point 527107mE 5252180mN), then north westerly via the north eastern road reserve boundary of Argyle Street to its intersection with the south eastern road reserve boundary of Macquarie Street (approximate MGA point 527058mE 5252227mN), then north easterly via the south eastern road reserve boundary of Macquarie Street to its intersection with the south western boundary of Land Parcel 1/130865 (approximate MGA point 527128mE 5252300mN), then south easterly via the south western boundary of Land Parcel 1/130865 to its intersection with MGA northing 5252255mN (approximate MGA point 527175mE 5252255mN), then south easterly directly to the intersection of the south eastern road reserve boundary of Davey Street with MGA northing 5252238mN (approximate MGA point 527193mE 5252238mN), then north easterly via the south eastern road reserve boundary to the commencement point.

Assessor's Summary of Significance:

Official Values:

<i>Criterion</i>	<i>Values</i>	<i>Rating</i>
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Historic Themes:

Group: 03 Developing local, regional and national economies

Themes: 03.02 Constructing capital city economies

Sub-Themes:

Group: 07 Governing

Themes: 07.05 Governing Australia's colonial possessions

Sub-Themes:

Group: 08 Developing Australia's cultural life

Themes: 08.13 Living in cities and suburbs

Sub-Themes:

Nominator's Summary of Significance:

A National Trust nomination to the Tasmanian Heritage Council encompassed the entire Sullivan's Cove Waterfront Authority area. Individual places within the nominated area are entered in the Tasmanian Heritage Register but the entire place is not listed.

The recommended NHL boundary is a smaller area, confined to the immediate port area which encompasses potential NH values.

Sullivan's Cove is historically important as a physical link with Tasmania and illustrates Hobart's long tradition of maritime enterprise. The evolution of port facilities and related activities associated with the deepwater port since 1804 are demonstrated through the extensive array of buildings and continuing shipping, commercial and recreational uses of the port. Sullivan's Cove is important for illustrating the development and history of maritime enterprise in Australia. The continuity of use of the Docks to the present day as a berth for small vessels and as a gateway to the Antarctic adds to the significance of the place. It is likely to be above threshold for criterion (a).

Australian ports are numerous, and differ in scale and significance. Sullivan's Cove is distinctive for retaining a working port in the centre of the city. The enclosed Constitution Dock, for shipping with seaway access is entered in the Tasmanian Heritage Register, with the associated opening bridge and crane (R1803), as a 'rare and possibly unique example of an enclosed dock in

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Australia'. Further comparative information is required to demonstrate the integrity and degree of rarity of Victoria and Constitution Docks as examples of enclosed docks in Australia, in order to meet threshold for criterion (b).

Sullivan's Cove has been continuously occupied since European settlement in 1804. While embodying research potential, it is unlikely to meet the national threshold for criteria (c).

While no comparative analysis has been undertaken on ports nationally, Sullivan's Cove is considered to illustrate the principal characteristics of the class of ports: an historic working port complex associated with shipping, passenger and freight movements; associated warehouses and industrial uses; a distinctive maritime character; and an aesthetic visual appeal combining port facilities, assorted shipping and water views. Sullivan's Cove demonstrates the planning, layout and use of a working port, a maritime port character and Hobart's strong association with shipping. Elements include Victoria and Constitution Docks, an essential part of the Hobart waterfront and uncommon or potentially rare examples of enclosed docks in Australia. Historically and visually the Docks can be seen as part of an important group which includes the Jones and Co buildings on Hunter Street and the Customs House complex. Sullivan's Cove may meet threshold for criterion (d).

Further information is required to demonstrate the importance of particular aesthetic values for the community. Features are held in high esteem by the Hobart community and the aesthetic values may be of State significance. It is unlikely that Sullivan's Cove would meet the national threshold for criterion (e).

No elements in Sullivan's Cove have been identified which demonstrate a sufficiently high degree of creative or technical achievement to satisfy criterion (f) at a national level.

The place has strong associations with communities for social values. The Hobart and Tasmanian communities value the place as their historic port with traditional and on-going uses, for recreational and cultural activities. Australian and international communities value the place for its association with Antarctic exploration and the internationally renowned Sydney to Hobart yacht race. Sullivan's Cove may meet the national threshold for criterion (g).

The place has been associated with the life and works of persons of importance in Tasmanian history, including Lt Governors Collins, Arthur and Franklin. Sullivan's Cove is unlikely to have a sufficiently special association with their life or work to meet national threshold for criterion (h).

The nominator makes no claims for Indigenous heritage values. Sullivan's Cove is a well developed Port area and it is unlikely that any Indigenous national heritage values have survived in this area.

Sullivan's Cove is considered likely to meet threshold against criteria (a), (d) and (g). A comparative analysis of enclosed docks and ports are required to demonstrate whether the rarity and representative values of Sullivan's Cove are above threshold nationally.

Description:

Sullivan's Cove, located on Tasmania's Derwent River, is the main harbour and port for the city of Hobart. As the capital of Tasmania, Hobart is the state's largest city, with a population of approximately 200,000. Sullivan's Cove is a well-sheltered harbour with an entrance approximately 500m wide that is bounded on the south by Battery Point and the north by Macquarie Point. The port is of relatively minor commercial significance in the Australian context. It does not appear among Australia's major ten ports for international or domestic trade (Bureau of Infrastructure, Transport and Regional Economics 2008).

Projecting into the middle of Sullivan's Cove are two long piers: Elizabeth Street Pier and Kings Pier Marina. These two piers join the cove's central spine, Franklin Wharf, which separates the waterfront from Victoria and Constitution Docks. Franklin Wharf abuts Macquarie Wharf (known as Old Wharf in the nineteenth century) on the north side of the cove. Princes Wharf (known as New Wharf in the nineteenth century) runs along the south side of the Cove.

The main maritime activities that still occur at Sullivan's Cove include the berthing of visiting passenger liners, Antarctic research vessels and local ferries; and smaller watercraft including fishing boats, yachts and heritage watercraft moor alongside the piers and docks of Franklin Wharf. Most of Tasmania's cargo-handling occurs at the northern port of Burnie (Hudspeth 2014).

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The waterfront of Sullivans Cove has largely become a tourist destination with a high concentration of cafes, restaurants, hotel and apartment accommodation, speciality shops, art galleries and is the location of the popular Salamanca market. While many modern buildings impose on the waterfront vistas of Sullivans Cove, a number of nineteenth century and early-twentieth century warehouses and port-related buildings have survived relatively intact, especially along Hunter Street and Salamanca Place. Most of these buildings have been adapted for tourism purposes and have become an important tourist drawcard for Hobart and Tasmania.

From the time of its foundation as a port in the early 1800s, Sullivans Cove has witnessed extensive land reclamation. Land has been extended by up to 250m seaward in the southern and western parts of the cove. Much of this occurred over the course of the nineteenth century. The northern part of Sullivans Cove, encompassing the railyards and port facilities on Macquarie Point, has seen the greatest reclamation. Here land has been extended up to 600m from the original 1800s shoreline. Much of this reclamation took place between 1900 and the 1970s, resulting in horizontal stratification of port infrastructure, with older buildings now situated inland behind modern wharves and terminals, limiting vistas across the cove. Beneath the current port facilities are former land forms and cultural material which have been buried during the various phases of land reclamation undertaken over almost 150 years.

Analysis:

Indigenous heritage

Available evidence indicates that Sullivans Cove and Precinct is not outstanding to the nation under any of the National Heritage criteria. No evidence has been sighted that Sullivans Cove held any particular significance to Aboriginal people prior to or following the establishment of the European settlement in 1804, or that it is the site of any nationally significant interactions or events involving Aboriginal people thereafter.

The remains of a midden site registered as TASI 9676 were discovered in 1993 during excavations at the present site of the Tasmanian Museum and Art Gallery at Sullivans Cove. The midden was not excavated. The excavation also exposed skeletal remains, including a human skull, which probably had been discarded on the excavation site by museum curators in the past (Bickford & Associates 1994:3).

A report prepared in 2007 by the former Aboriginal Heritage Office states that the midden site at Sullivans Cove is significant to Aboriginal people, as are all "land and heritage sites ... regardless of type, condition, location or modification" (Everett 2007:8). The report further states that the midden site is "representative of the traditional coastal life style and cultural practices of Tasmanian Aboriginal people" (Everett 2007:8).

Prehistoric shellfish middens are a relatively common feature of Australian coastal areas, which indicate past occupation and industry, particularly by Indigenous women who collected the shellfish. Often they contain artefacts, sometimes burials. At least 416 middens have been recorded in the Derwent estuary (Brown 1986).

There is no evidence that the midden site at Sullivans Cove is of particular scientific interest or significance, or that it is of significance to Aboriginal people due to Indigenous traditions. Also, no evidence has been sighted of other Aboriginal remains or structures at Sullivans Cove that potentially would be of heritage interest or significance, such as remains of the huts that were observed by early explorers and settlers at other locations in Tasmania.

Criterion (a) The place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history

The nomination states that Sullivans Cove may have National Heritage significance for its demonstration of the evolution of a port facility and maritime enterprise since 1804, continuity in use of the facilities, and association with scientific research in the Antarctic.

There is no thematic study on Australian ports on which to draw on in making comparisons. While the evolution of Sullivans Cove may have regional and state significance, on a national scale the port was always second to Sydney in early colonial times. By the early 1800s the first wharves and warehouses had been constructed on the waterfront of Sydney Cove. It is estimated that 160,000 convicts were sent to Australian colonies (Abbott and Nairn 1978). Approximately 84,000 convicts were

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transported to New South Wales through Sydney between 1801 and 1840 and 75,000 were transported to Tasmania through Hobart between 1803 and 1853 (Emerson 2001; Maxwell-Stewart 2005). In both Sydney and Hobart, convict labour was used to construct the early port facilities. Major land reclamation projects were undertaken in both cities creating Circular Quay in Sydney and Sullivans Cove in Hobart. Circular Quay was completed in 1844 and was one of the last major public works in Australia undertaken by convict labour (Emerson 2001). Other large public works in Sydney's port district built with convict labour include the "Argyle Cut", a passageway cut through the sandstone ridge separating Millers Point from The Rocks; the fortifications at Dawes Point and Observatory Hill, the government windmills and the lime building sites and stone quarries at Millers Point. Much like Sydney, convict labour also accomplished most of the major port construction at Sullivans Cove including the building of a stone causeway from Hunter Island to the shore in 1821; the warehouses that lined the waterfront; and the reclamation of land.

In terms of maritime enterprise, whaling and sealing was extremely important in the development of both Sydney and Hobart. Whalers were the most frequent visitors to Sydney and Hobart during the first decades of settlement. At least one third of the convict transports and store ships sent by the government before 1800 were British whalers under charter. (Howard 2011). The industry went on to become a lucrative enterprise in both Sydney and Hobart until the gold rushes of the 1850s and the declining numbers of whales in local waters.

With the curtailment of the East India Company's powers in 1813, the maritime industries flourished in Sydney. By 1826 there were twenty-two shipping agents, eleven auctioneers, a chamber of commerce, two banks; foreign ships were transporting cargo from India, Brazil and Canton. On the manufacturing side, woollen textiles were being produced and rope was being manufactured from New Zealand flax (Turnbull 1999). Hobart never saw the famous clipper ships of the Australian wheat and wool run and the China tea, and it was many years before the Royal Mail ships included Hobart in their regular run. The long depression of the mid to late 19th century had a huge effect on Hobart with trade halved over fifteen years. By 1869 Launceston had doubled the tonnage of vessels entering its port compared to Hobart. (Hudspeth and Scripps 2000).

By the late nineteenth/ early twentieth century, Hobart had been eclipsed by the larger nearby ports of Sydney and Melbourne in terms of the volume of trade. There is nothing overtly outstanding about the way that Sullivans Cove has evolved as a port and maritime facility in comparison with Sydney or other Australian ports.

The claim that Sullivans Cove may have National Heritage significance for its demonstration of the evolution of a port facility and maritime enterprise is not supported.

In terms of infrastructure relating directly to maritime commerce, only Constitution and Victoria Docks continue to be used for the function for which they were originally constructed. Burnie, on the north coast, is the nearest Tasmanian port to Melbourne and the Australian mainland and has become Tasmania's largest general cargo port. Some cargo is still moved in and out of Hobart, but that occurs at Macquarie Point, just to the north of Sullivans Cove. Most major nineteenth and early-twentieth century port infrastructure within Sullivans Cove has either been removed or adapted for other uses, for example Princes Wharf No. 1 Shed has been converted into an events space; Princes Wharf No. 2 Shed has been demolished and replaced by the Institute of Marine and Antarctic Studies; Macquarie Wharf No. 1 Shed is being demolished and replaced with a hotel/restaurant complex.

The suite of nineteenth century warehouses along Salamanca Place is another good case in point, with none now used for maritime storage. In this respect, Sullivans Cove and Precinct is no different to a number of other Australian ports where the fabric of early maritime enterprise remains but has been adapted for other uses. Port Adelaide and Fremantle provide other suitable comparisons. Fremantle's Inner Harbour built in the 1897 continues to play a fundamental role in the development of the Australian nation and it is one of the most intact - and still working 19th century industrial ports in Australia.

The claim that Sullivans Cove may have National Heritage significance for the continuous use of port facilities is not supported.

Australia has a strong historical and ongoing relationship with Antarctica that has clear heritage values; however, the link between Sullivans Cove and scientific research in Antarctica is associative and an argument can be made for equal or stronger associations with other Australian ports.

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By the mid 19th century, four notable Antarctic expeditions had visited Australian ports. In 1819 and 1839 Thaddeus von Bellingshausen (Russia) and Lieutenant Charles Wilkes (USA) both left for Antarctica from Sydney whilst Jules-Sebastien-Cesar Dumont d'Urville in 1838 and James Clark Ross in 1840 used Hobart as the springboard for their exploration of Antarctica (Martin 1996:79,81,85-86; American Society of Polar Philatelists 1996).

Direct Australian involvement in the exploration of Antarctica began in the 20th century with the landmark Australasian Antarctic Expedition (AAE) and later the Australian National Antarctic Research Expedition (ANARE) (Swan 1961: 116).

The AAE (1911-1914) was Australia's first large scale scientific inquiry following Federation. This expedition contributed to Australia's territorial claims over a vast territory in Antarctica and is remembered in the annals of history as the birthplace of the legend of Sir Douglas Mawson. Sullivans Cove was the place where the voyage began, but the expedition is also associated with Adelaide and Sydney for the strong association Mawson had with those cities, as well as Hobart. Mawson completed engineering and science degrees at Sydney University and taught mineralogy and petrology at the University of Adelaide. His lifelong involvement with Antarctica began in Adelaide when he accepted an offer to participate in the British Antarctic Expedition (Jacka 1986). On an associative level, it can be argued that the significance attached to the AAE is stronger at Adelaide than it is at Sullivans Cove because this was the place where the voyage returned to Australia and was the focal point for intense national celebrations, and was also where Mawson was elevated to the status of a national hero (Martin 1996 p151; Betts 1981 p15; Australian Antarctic Division 2009).

The ANARE (1947-1960) led to the establishment of the first permanent Antarctic bases at Heard Island in 1947, Macquarie Island in 1948 and at Mawson in 1954. These bases have facilitated all of Australia's subsequent scientific expeditions to Antarctica. A large number of ships were used in the ANARE program including the *Wyatt Earp* and the *Kista Dan*. Both of these ships accessed a variety of Australian ports including Adelaide, Melbourne and Hobart. For example, the *Wyatt Earp* was declared as sea-worthy at the Port of Adelaide, was retrofitted in Hobart and underwent repairs in Melbourne (Royal Australian Navy 2014; Martin 1996 p202-206; Australian Antarctic Division 2002).

In the modern era, Australia's ongoing scientific exploration of Antarctica is spearheaded by the Australian Antarctic Division (AAD). The AAD headquarters is located at Kingston in Tasmania and is well outside the boundary of Sullivans Cove and Precinct. AAD's *Antarctic Science Strategic Plan 2011-12 to 2020-25* identifies Perth, Sydney and Hobart as the key gateway cities for Antarctic expeditions. The strategic plan also recognises that ongoing scientific research efforts into Antarctica occur at a variety of institutions across Australia, including Sydney and Melbourne, although not within Sullivans Cove and Precinct. The port facilities at Hobart have only in recent years offered specialised Antarctic services. The port contains no significant historical fabric relating to Australia's exploration of Antarctica because no ships or crews were ever permanently stationed at Sullivans Cove. In a modern context, the port represents the final stage of a complex planning process associated with present-day Antarctic expeditions; it is not representative of the whole process and therefore cannot be considered significant at the national level (Australian Antarctic Division 2011).

Mawson's Huts and Historic Site in Antarctica was included on the National Heritage List in 2005 as a place of great historical and social significance. In 2013 a replica of one of Mawson's Huts was constructed within the boundaries of Sullivans Cove and Precinct. The replica hut has an interpretive function that enables people to learn more about an important part of Australian history. The replica hut has no intrinsic heritage value but serves as an educational tool for disseminating the actual heritage values contained within the Mawson's Huts site in Antarctica (Department of the Environment 2014).

The claim that Sullivans Cove may have National Heritage significance for its association with Antarctic discovery and research is not supported.

Salamanca Market and Human Rights Reform

Arrests made at Salamanca Market in 1988 were the starting point for a number of important events in the development of Australian human rights legislation, culminating in 1994 with the passage of the Commonwealth *Human Rights (Sexual Conduct) Act 1994*, legislation that affords protection to sexual preferences.

The importance of this event in Australian history is indicated in the Department's *Democracy* thematic study (Deakin University

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2003) it is noted as part of the story of the increasing recognition of various social, economic, cultural, Indigenous and other minority rights. However, the gay rights civil disobedience that took place at the Salamanca Market, that included the arrests of 130 supporters, is not included in the list of major events in the development of democracy in Australia, nor is it represented in the list of indicative places which may have potential National Heritage value under this criterion.

The thematic study lists seven events specifically relating to the development of gay, lesbian and civil rights, these include: religious and civil liberties guaranteed in Tasmania (1934); the first gay demonstration in Australia (Sydney, 1971); gay liberation launch at Sydney University (1972); the push for gay rights and law reform following the murder of Dr Duncan Graham (South Australia, 1972); the first National Homosexual Conference in Melbourne (1975); Gay Solidarity Group action against police harassment which was the origin of Sydney's annual Gay Mardi Gras (1978); and amendment to the Racial Discrimination Act that established the Human Rights Commission (1981).

On the basis of the findings of the Democracy thematic study it is considered unlikely that the events that occurred at Salamanca Market in 1988 in relation to human rights reform have outstanding national heritage value in the course or pattern of Australia's cultural history.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (a).

Criterion (b) The place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history

The nominator claims that Constitution and Victoria Docks represent possibly unique examples in Australia of enclosed docks of this period.

A dock by definition is an "enclosed harbour for the loading, unloading and repair of ships" (Australian Oxford Dictionary 1999). An enclosed dock or impounded dock is a variant in which the water is impounded either by dock gates or by a lock, thus allowing ships to remain afloat at low tide in places with high tidal ranges. The level of water in the dock is maintained despite the raising and lowering of the tide. This makes transfer of cargo easier. It works like a lock which controls the water level and allows passage of ships. The world's first enclosed dock with lock gates to maintain a constant water level irrespective of tidal conditions was the Howland Great Dock on the River Thames, built in 1703. The world's first commercial enclosed dock, with quays and unloading warehouses, was the Old Dock at Liverpool, built in 1715 which held up to 100 ships (Encyclopaedia Britannica online). Its international significance was recognised in the World Heritage listing of Liverpool in 2004 as a 'Marine Mercantile City' (UNESCO 2014).

Constitution and Victoria Docks

Constitution Dock was built in 1850 and Victoria Dock, also known as Fishermens Dock, was built in 1894. Neither dock has locks or gates to control the water level within them, so technically they are not enclosed or impounded docks. By definition these two docks are more accurately described as artificial docks or basins in that they artificially enclose a body of water with an entrance that allows vessels to pass through. Both Constitution and Victoria Docks allow seaway access under opening bridges on the river side. Constitution Dock has an enclosed water area of 0.7 ha and Victoria Dock is slightly larger at 1.1 ha. The docks modest size and narrow entrance allowed only the smallest coastal traders and fishing boats to use them (Hudspeth and Scripps 1988).

There has been considerable reconstruction of walls and pavements on both docks. Sandstone walls, while intact, are covered over with concrete. On Constitution Dock, the current lift bridge (1936-37) is a Bass Gill Bridge and one of only a small number in the world. It was reconstructed between 1989 and 1990 and few original components survive. The hand crane was moved from the original Marine Board building in 1890 to its present location on Constitution Dock. Victoria Dock is still used by Hobart's fishing fraternity and Constitution Dock is used by small recreational craft.

National comparisons with other artificial docks or basins include Melbourne's Victoria Dock and Fremantle's Inner Harbour. Melbourne's Victoria Dock was constructed between 1887 and 1892 and is thereby roughly contemporary with Hobart's Victoria

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Dock. According to the *Docklands Heritage Study* (Ward et al 1991), at the time of its opening in 1892, Melbourne's Victoria Dock, with an enclosed water area of 37.6 hectares, was the second largest single dock in the world. It was only 2 hectares smaller than the Cavenish Dock at Barrow-In-Furness in the United Kingdom, which never attained anything like the economic significance of Melbourne's Victoria Dock. By 1950, Melbourne's Victoria Dock was handling over two million tons of cargo annually; in the mid 1980s this figure had increased to 20 million revenue tons annually (Ward et al 1991).

Melbourne's Victoria Dock is internationally significant as the oldest, large, single dock remaining in the world. It was the first artificial basin constructed in Victoria, breaking with the British tradition of small dock design and, through its scale, allowed the largest vessels then in service to be handled close to Melbourne. The simple linear wharfage at Victoria Dock was revolutionary, pre-empting similar British designs by at least two decades (RNE listing). It also contains the earliest extant example of a multi-berth cargo shed in the world, it was the prototype for all other artificial dock/basin developments in Rotterdam, Antwerp and Hamburg (National Trust - Victorian Heritage Database 2014). The dock retains much of its original piling and some of its original cargo sheds and wharf fittings (Ward et al 1991). Victoria Dock is part of Melbourne's Dockland's Renewal Project. The project began in 1997 and when complete in approximately 2025, will house 20,000 residents and 60,000 workers, and it will be almost double the size of the Melbourne central business district (Docklands 2014).

Fremantle's Inner Harbour is slightly larger than Melbourne's Victoria Dock, at 52.6 hectares and was completed in 1897. It was the first of the major breakwater ports in Australia and has been recognised by Engineers Australia (formerly The Institution of Engineers, Australia) as a National Historical Engineering Landmark for its innovative design, technological achievement and contribution to the engineering profession (Western Australian Heritage Register 2014).

Fremantle's Inner Harbour continues to play a fundamental role in the development of the Australian nation and it is one of the most intact - and still working 19th century industrial ports in Australia. Historically, the Inner Harbour was also the main strategic port for Allied Forces during World War Two in the southern hemisphere and as such played an integral role in Australia's and the Allies defence operations (Western Australian Heritage Register 2014).

Constitution and Victoria Docks are examples of small artificial/basin docks. While Constitution Dock is older than either Melbourne's Victoria Dock or Fremantle's Inner Harbour, it was built following the basic British tradition of small dock design. In comparison, Melbourne's Victoria Dock was seen as revolutionary at the time of its construction in 1892 and became the prototype for the huge artificial dock developments that were later built in Europe. Similarly, Fremantle's Inner Harbour has been recognised for its innovative design.

Given that there are other examples of artificial docks/basins in Australia that played more important national and international roles in terms of trade, relations and innovation it is considered unlikely that either Constitution or Victoria Dock would reach threshold as outstanding examples of artificial docks in Australia's cultural history.

Also considered under this criterion is whether Sullivans Cove and Precinct is nationally significant for its collection of nineteenth and early twentieth century structures and buildings associated with the port's early administrative, mercantile and industrial maritime activities. Surviving structures and buildings of consideration under this criterion include:

Constitution Dock: built 1850; land reclamation for the artificial dock began in 1830 but the dock was officially opened 20 years later; the bridge over the dock was opened in 1858 but was replaced in 1896, 1921 and 1937 (the last a rare Bass Gill bridge that was reconstructed 1989-1990); the hand crane removed from Marine Board Building to the dock in 1890; Current use - functioning dock.

Victoria Dock: built 1894; Current use - functioning dock.

Commissariat Issuing Store: built 1808-10; part of the Tasmanian Museum and Art Gallery.

Old Bond Store: built 1824-26; part of the Tasmanian Museum and Art Gallery.

Custom House: built 1900-02; part of the Tasmanian Museum and Art Gallery.

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Private Secretary's Cottage: built 1813-14; possibly constructed as an outbuilding for the commissariat; part of the Tasmanian Museum and Art Gallery.

Parliament House: built 1840; designed as a Customs House but initially occupied by both Customs officers and the Legislative Council; in 1904-05 Customs officers move out and the building was completely occupied by Parliament. Current use - Tasmanian Parliament House.

Warehouses at 47-89 Salamanca Place: built 1834 to 1840s; noted as "undoubtedly the best group of waterfront Georgian warehouses remaining in Australia" (RNE). Current use Salamanca Arts Centre.

Warehouses at 21-33 Salamanca Place: built 1830s-40s. Current use undetermined.

Advance Stores at 13-17 and 19-23 Castray Esplanade: built 1834. Current use residential/commercial.

Jones and Co Factory and Warehouses at 23-41 Hunter Street: built 1820s+; some of these buildings originally constructed as warehouses on the Old Wharf; in 1870 George Peacock moved his jam-making business to these buildings; by 1903 this business had become H. Jones and Co Ltd and adopted the brand name IXL (Wapping History Group 1988). Current use - hotel, apartments, art galleries, cafes and restaurant.

Union Steamship Co & Marine Board Buildings at 2 Elizabeth Street and 5, 7 and 9 Franklin Wharf: built early 1850s; these buildings marked the advent of the Marine Board soon after Tasmania attained self-government in 1856. Current use - undetermined.

Other than Constitution and Victoria Docks, all of these early port-related buildings have been adaptively reused to accommodate activities unrelated to their original maritime functions. This could also be said for early port-related buildings in Sydney, Port Adelaide, Melbourne and Fremantle.

The place of obvious comparison with Sullivans Cove is the peninsula located at the northern end of Sydney's Central Business District bounded on the east by Circular Quay and on the west by Darling Harbour. The western side of the peninsula is referred to as Millers Point and the area on the eastern side of the peninsula is called The Rocks (named after the rocky sandstone spine that separates the two areas). Traditionally, The Rocks comprised the whole peninsula including Millers Point (Lydon 1993).

In 1788, The Rocks served as home to tent-dwelling convicts and the colony's first crude hospital facilities. By the early 1800s the first wharves and storehouses were constructed on the waterfront. It was the hub of the colony's developing administration, economy and self reliance with the Government Dockyard, the Commissariat Stores, the dry docks, the Boat Master's Cottage, the observatory, fortifications and bake house located there, as well as the first commercial wharf in Australia. It was the maritime centre of the colony. Significant elements from this and subsequent periods remain in the The Rocks today (NSW State Heritage Register 2014).

Millers Point has also been associated with seafaring, waterside workers and the maritime trades since first settlement. The first wharves at Walsh Bay were established in the 1820s in response to the colony's pastoral expansion and the wool export trade (Davies 2007). By the booming gold rush period of the 1850s, Millers Point was established as the most intensely maritime area of Sydney. With the exception of the Australian Gas Light Company's works on the Darling Harbour edge of Millers Point, established in 1843, practically all employers in the area were connected to the wharves, or to the small local infrastructure of shops, hotels, doss houses and boarding houses that supported them (Fitzgerald 2014). Millers Point today still retains a strong maritime character.

Despite the demolition of areas of The Rocks and Millers Point, firstly in 1900 following the outbreak of bubonic plague, then with construction of the Sydney Harbour Bridge and the Bradfield Highway during the 1920s; and further development in the 1960s and 1970s, many nineteenth and early twentieth century buildings and structures have survived, as has the scale and spatial patterns established during the early days of the port (Lydon 1993).

The western side of Millers Point is also considered remarkable for its completeness and intactness as an early port town, which has remained relatively unchanged since the 1930s. The administrative, commercial and industrial maritime elements of Millers Point including the deep-sea wharves at Walsh Bay and their associated infrastructure, including bond and free stores, shore sheds, overpass bridges and commercial buildings, have been recognised in the Walsh Bay wharves heritage precinct listing by

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the New South Wales government (Walsh Bay Wharves Precinct 2014).

The Rocks and Millers Point demonstrates a complex layering of activities uses and events from early colonial merchant and official enterprises to a twentieth century port town. Some of the surviving nineteenth and early twentieth century buildings and structures directly associated with the administration, commercial and industrial maritime elements of The Rocks and Millers Point include:

Cadmans Cottage, 110 George Street: built in 1816 as the "Coxswains Barracks" attached to Governor Macquarie's Government dockyards. Cadman's Cottage is the earliest surviving structure of the period of the first settlement in Sydney Cove. It has largely survived due to its constant Government or institutional ownership, firstly as a barracks and residence for the superintendent of government craft (1826-1845).

Cleland Bond Store (part of Argyle Stores), 33 Playfair Street/12-20 Argyle Street: built 1826-1914. The Argyle Stores include the substantial remains of one the earliest surviving commercial buildings in Sydney, dating from 1826. The group of buildings is probably unique in Sydney in its ability to demonstrate changing warehouse design and construction from the early 19th to the early 20th century and, despite numerous alterations, the buildings still retain much of the fabric of their major phases of development and use as commercial stores. These buildings are believed to be among the first historic buildings in NSW to be recycled for new uses in a way designed to respect the earlier historical significance of the site, and therefore represent an important landmark in the history of conservation. The buildings provide clear evidence of early conservation practice and philosophy.

Reynolds Cottages, 28-30 Harrington Street: built 1829, built by convicts for a convict blacksmith and included a forge.

Shop, 32 Harrington Street: built 1834. Early merchants shop, currently a leather goods shop.

Moore's Bond Store: built in 1835 and relocated by the Maritime Services Board in 1978 to the northern edge of Walsh Bay.

Accountants House, 117-119 Harrington Street: built 1840 as a warehouse and refurbished in 1914.

Union Bond Store, 47 George Street: built 1840-1841 now a working Westpac Museum, demonstrates Sydney's mercantile/commercial, maritime character. A simple sandstone warehouse that retains its 'cathead beam and the roof structure to accommodate this beam and its loading, as well as the internal large floor hatch for winching goods between levels'.

Coach House and the Raphael and McKellar Stores, 4-6 Kendall Lane: built 1853. These storehouses are indicative of the light industrial and commercial activities of the early port.

Campbell's Stores, 7-27 Circular Quay West: built 1839-1861. Campbell's Stores is a superb example of mid-nineteenth century warehouse buildings, now the only surviving warehouses of their type remaining on the foreshores of Sydney Cove, formerly the hub of commerce and international shipping transport until the late nineteenth century. The Campbell's Stores is a complex of sandstone buildings which provide a stunning forefront to The Rocks from the Sydney Opera House. The buildings now house a number of restaurants.

Shop (Customs Agent), 101 George Street: built in 1838.

Warehouse, 2-4 Jenkins Street: built 1840 a Georgian sandstone warehouse of five storeys with a slate roof and parapets to eaves and gables.

Unwins Stores, 77-85 George Street: built in 1843-46; Comprises two groups of early Victorian three-storey sandstone shop tenements, uses include a mixture of storage and the operation of a range of maritime businesses, residences, public houses and other small businesses characteristics of the area. Much of the original fabric survives.

Customs House, 31 Alfred Street: built in 1844; the site is adjacent to that of the landing of the First Fleet in 1788, and was part of the grounds of the first and second Government Houses. In 1880 and 1885 the building was substantially extended. The remaining 1844 elements represent the oldest surviving customs house in Australia.

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Shop, 105 George Street: built 1856, shipping butcher's business from 1886 to 1906.

Sailors' Home (former), 106-108 George Street: built 1864, it provided seamen and apprentices with board, accommodation and training.

Dalgely's Bond Stores, cnr Munn Street and Hickson Road: built 1875. The Stores are representative of the many warehouses that once abounded in this area that were associated with the harbour activities and which served the wool industry.

ES and AC Bank (former), 131-135 George Street: built 1886, a fine example of a commercial building built in the Gothic Revival style.

British Seamen's Hotel (former), 39-43 Argyle Street: built 1886, now the Parker Gallery.

Australian Steamship Navigation Co. Building (office and warehouse): built in 1884-1885; rare pre-Federation Anglo Dutch architectural style (five storey, four bay warehouse).

Evans Stores (former), 34-40 Harrington Street: built 1890, an imposing and unusual 3 storey brick warehouse with a painted faade.**Shop, 93 George Street:** built 1891, site associated with Francis Greenway, an earlier 1840s building and was leased by the Maritime Services Board. Now a pizza restaurant.

Horse Ferry Wharf, Dawes Point: built 1900, the route operated to Blue's Point. The opening of the Sydney Harbour Bridge made the wharf redundant.

Bushells Warehouse, 86-88 George Street: built 1886-1912, associated with the mercantile activities of The Rocks, and in particular the Bushells Tea company.

Reynell Building (former), 202-210 Cumberland Street: built 1913, two-storey Federation warehouses.

Walsh Bay Wharves and associated buildings and works: built 1900-1922 are a virtually intact port and stevedoring facility created by the Sydney Harbour Trust in response to the requirements of maritime trade at the time. Wharf 1 was completed in 1913. Wharf 2/3 and sheds were completed in 1920-1921. Wharf 4 /5 and sheds completed in 1920-1921. Wharf 6 /7 and sheds completed in 1918. Wharf 8 /9 and sheds completed in 1912. The Administrative Block was completed around 1912. Wharf 10A /10B was completed in 1906-1908 and sheds altered in 1918-1921 but later demolished in 1976. (Little, Clark, Whittaker 1979). Superseded by changing shipping technology in the 1970s, the Walsh Bay complex is believed to be the only one of its type surviving in the world.

The Wharves represent some of the most advanced port systems then known, and the hydraulic power system of wharves 8 and 9 is one of the most important power systems developed in the nineteenth century. The system includes the accumulator, pump and electric motor, the high pressure pipes and 3 ton hydraulic lift and two hydraulic hoists and was an essential part of the operations of the wool handling wharves, supplying power to lift hoists and the original wool dumps (bale presses). Other original features include bale elevators, bale elevator platforms, remnants of the bale stacking systems, trucking gangway and openings for the nine hinged wool chutes. (Department of Urban Affairs and Planning 1989). Other industrial and engineering artefacts include ladderways, bale hoists, overhead pulley systems, floor hatches, wooden rollers, a hydraulic ram and cat hoists, overhead travelling cranes, a lifting beam, electric lifts, wool bale drops, wool slides, hoist wells, mooring piles and heavy timber bracings.

Mining Museum (former power station for the port), 36-64 George Street: built 1902-1909.

Shop, 149-151 George Street: built 1913 as 'Quay Chambers', currently part of a Duty Free shop.

Metcalf Bond Stores, 68-84 George Street: built in 1912-1916, comprises two adjacent buildings that were both constructed in the functionalist tradition. The stores were converted into shops and offices in 1973.

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Bushells Building, 121-127 Harrington Street: built 1924, the building has landmark status as one of the commercial institutions of The Rocks.

(The above building/infrastructure information is drawn from the New South Wales Heritage Register and the Sydney Harbour Foreshore Authority's Conservation and Heritage Register).

In comparison, Sullivans Cove and Precinct does not have the concentration of buildings, or the complex layering of activities and uses as demonstrated by the diversity of building types and styles as that found at The Rocks and Millers Point. In considering other Australian ports, Fremantle has a similar range of intact maritime-related infrastructure but it does not span such a long period of history nor does it have the diversity of commercial and industrial activities, nor the density of buildings. Port Adelaide also has some similar elements of extant historical maritime-related infrastructure, although again not as early, nor as diverse as that found at The Rocks and Millers Point.

On the basis of the suite, density and number of nineteenth and early twentieth century buildings at The Rocks and Millers Point that are associated with administration, commercial and industrial maritime activities and the well preserved deep-sea wharves and associated infrastructure at Walsh Bay, it is unlikely that Sullivans Cove and Precinct has National Heritage value for its smaller number and less varied suite of maritime-related buildings and port infrastructure.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (b).

Criterion (c) The place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history

The nomination claims that Sullivans Cove has research potential for the study of early European settlement, but that this is unlikely to meet the threshold for National Heritage Listing.

The current shoreline of Sullivans Cove bears little resemblance to that of the early 1800s. The sequence of land reclamation has been examined in the Hobart Railyards Draft Urban Design Strategy, June 2008 (pp 32 & 33). The original British settlement was centred on Hunter Island. By 1827, a causeway had been constructed to join the island with the mainland, and some reclamation had occurred. Twenty-five years later the island had been totally incorporated into an artificial spit that joined the mainland, by which time extensive reclamation had also taken place around the shoreline of the cove. By the turn of the century, most of the reclamation of the southern and central areas of Sullivans Cove had been accomplished, with subsequent decades witnessing major reclamation to considerably extend Macquarie Point.

There have been few archaeological excavations undertaken in the Sullivans Cove area. In recognition of the limited information available on the heritage of the Cove, the Tasmanian government has recommended that a comprehensive historic heritage and archaeological survey of the cove be undertaken to update heritage listings and existing maps, including the Sullivans Cove Archaeological Zoning Plan (Sullivans Cove Master Plan 2010). Those surveys had not been undertaken at the time of writing this assessment.

In The Rocks there have been over 30 archaeological projects undertaken since 1979 (Lydon 1993). One of the largest archaeological projects, known as the "Big Dig", took place in 1994 at Cumberland and Gloucester Streets. A team of more than 20 archaeologists unearthed more than 750,000 artefacts and the remains of 40 separate buildings dating from 1810. While this list of discoveries is extensive, the deposits of many more of the buildings were left unexcavated, awaiting future investigation. The Rocks is also the location of Sydney's earliest dockyard. The reclaimed foreshores and the nearby marine deposits have the potential to reveal important information about Australia's earliest operating dockyard.

The Rocks and Millers Point has the unparalleled ability to demonstrate the social and economic diversity of Australia's maritime history from 1788 to the present. Its archaeological potential is heightened by the area's relatively undisturbed state, with few large scale urban developments characteristic of the Sydney CBD. In addition, the place still possesses a large and comprehensive range of intact nineteenth and early twentieth buildings and structures associated with the administration, commercial and industrial aspects of Sydney's early port activities. Many individual buildings in The Rocks, the Millers Point

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Conservation Area and the Walsh Bay Wharves Precinct are listed in the New South Wales Heritage Register.

While it may be true that the reclaimed land of Sullivans Cove has not seen the same level of urban development as some other Australian capital cities, and that the place is likely to yield important information about the early maritime activities associated with the port from a regional or state perspective, there is no archaeological evidence to suggest that the place has the potential to yield information that is outstanding at the national level.

Sullivans Cove and Precinct is unlikely to have the same high level of archaeological potential as The Rocks and Millers Point in Sydney, which has a longer history of settlement, a historically higher density and succession of maritime-related infrastructure, and a proven rich archaeological record indicative of the place's potential to yield further information about the life and times of Australia's earliest port.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (c).

Criterion (d) The place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

- (i) a class of Australia's natural or cultural places; or***
- (ii) a class of Australia's natural or cultural environments***

The nomination claims that Sullivans Cove is considered to illustrate the principal characteristics of a working port by demonstrating the planning, layout and use of a working port, a maritime port character and Hobart's strong association with shipping. Constitution and Victoria Docks, the Jones and Co Buildings and the Customs House complex (within the current museum) are given as exemplars of life in an early maritime port.

As discussed under criterion (a), some of the nineteenth early twentieth century fabric of the working port still exists, but much of it has been adapted for other uses, most of which are associated with tourism (e.g. accommodation, retail and restaurants/cafes). Sullivans Cove and Precinct no longer clearly illustrates the principal characteristics of a working port and its strong association with shipping has been significantly diminished, as Burnie's location close to Melbourne and the Australian mainland has taken over as Tasmania's main shipping terminus.

Aspects of the nominator's claims under criterion (d) have also been addressed under criterion (b).

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (d).

Criterion (e) The place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group

The nomination states that the National Heritage threshold for this criterion is unlikely to be met.

Hobart and Sullivans Cove were frequently depicted in nineteenth-century art. Artists such as Henry Gritten, Joseph Lycett, Knut Bull, John Glover and George Rowe painted numerous landscapes of Hobart and the cove in oil and water colour. Lycett, Glover and Rowe are entered in the *Australian Dictionary of Biography*, with Glover pre-eminent among the Tasmanian artists of his time. Other notable artists who depicted Hobart and Sullivans Cove and are listed in the *Australia Dictionary of Biography* include Augustus Earle, John Skinner Prout, Henry Grant Lloyd and Thomas Evans Chapman. Many paintings, sketches and lithographs from this period illustrate Hobart from the Derwent. In the landscape scenes the settlement itself is often framed and dwarfed by Mt Wellington and the inland ranges, which form an imposing backdrop and the focal point for these views. This reflects the influence of the English landscape tradition of the period, a genre in which the painters Glover and Gritten were particularly adept in oils. Glover's works are considered the finest Australian landscapes of the early colonial period (Alexander 2006). Mt Wellington is also presented as an impressive backdrop in some depictions of the Sullivans Cove docks area. Examples include Chapman's 'From the Old Wharf, Hobarton, V.D.L.' (1841), Prout's 'Hobart Town from the Wharf' (1844) and Lloyd's 'Hobart Town from the New Wharf' (1857). In these images the mountain provides a contrast to the detail of the wharves, ships, people and miscellaneous dockyard elements of the fore- and mid-ground.

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Nineteenth-century depictions of Sydney, the only Australian capital port older than Hobart, also emphasise the natural landscape in "searching for the English Countryside in the Australian bush" (State Library of NSW 2008). However, in these the waterfront is not subsumed by prominent landscape features so views of the harbour side and docks could not be ignored (*ibid*). In many depictions of Sydney and its harbour, nineteenth-century artists such as Frederick Garling and Samuel Elyard included detailed images of port activity and architecture. Similarities are apparent between these Sydney scenes and some nineteenth-century representation of the Hobart waterfront. For example, A. Wood's 'Old Wharf, Hobarton' (1856) depicts a tranquil scene of people, buildings and ships beneath a background of rolling hills that are the present-day Queens Domain. Other perspectives, such as John Orde Ommanney's lithograph 'Hobarton' (1833), offer equally serene views of the dock area, but looking out across the Derwent. Similarities are also apparent between views across the urban landscapes. For example, W. Purser's coloured lithograph 'View of Hobarton from Beaulieu Lodge' (1833) strongly resembles perspectives and elements of Samuel Thomas Gill's 'General view of Sydney from North Shore' (1861), with both portraying a distant port as the urban backdrop to a peaceful foreground scene of pastoral simplicity. Placing a port in its natural setting is not especially unusual for landscapes of the nineteenth century.

Mt Wellington is considered by Crocker and Davies (2005) to potentially meet the threshold for National Heritage values for criterion (e). The Hobart port area is, however, not included in these assessments as contributing to aesthetic value. The combination of capital port and mountain is unique in the Australian context; no other Australian capital port city possesses a similar natural setting. Nevertheless, nineteenth century oils and water colours depict Sullivans Cove as a relatively minor element of the landscape. Mt Wellington rather than Sullivans Cove is the focus of these representations.

Commentators have often remarked on the spectacular view of Mt Wellington when looking inland from Hobart's harbour side. The poet Vivian Smith recalls her childhood in Hobart as growing up with "the mountain at the top of the street" and "ships at the bottom of the road" (Patterson 2000). The juxtaposition of sea and mountain has been capitalised upon by the Tasmanian tourism industry for at least the last 50 years. Travel posters such as 'See Tasmania in rail comfort' produced by Tasman Limited (author Geoff Parr, published 1965) and 'Tasmania for your next holiday' (author Harry Kelly, published 1940-49) illustrate both Hobart's harbour and mountains.

However, the view from the harbour side to Mt Wellington has been compromised by mid-twentieth-century high-rise development. In the early 1970s, construction of large office buildings such as the MLC, TGIO and Lands buildings heralded the onset of high rise development in Hobart's CBD (Calder 2000). Although this development has not had the same visual impact as in larger Australian port cities, it has degraded the viewshed from the docks to the mountain. Other more recent high-rise developments add to the visual interruption and it seems likely that the visual connection between the docks and the mountain will continue to be compromised with Hobart's growth.

The buildings and docks of Sullivans Cove and Precinct possess an aesthetic quality which is marketed as a tourist drawcard. Whether this quality is appreciated on a national scale is another matter. Equally aesthetically pleasing, nineteenth-century buildings are to be found in other port localities. The warehouse complexes of central Sydney have been assessed to possess a high degree of aesthetic significance (City of Sydney 2001: 5), while Sydney's Rocks area is widely acknowledged as a prime example of a heritage precinct possessing architectural merit. The aesthetic and historical value of such nineteenth-century waterfront buildings was first appreciated in Sydney and given a public voice in the building unions' green bans of the early 1970s.

Other Australian port cities also possess nineteenth-century buildings and precincts that are regarded as visually and architecturally noteworthy. For example, the South Australian Tourism Commission (2014) promotes the streetscape of Port Adelaide in terms of "ornate former bank and office buildings, humble warehouses and bond stores, and wharves and hotels" recalling maritime early life). It is claimed to be among the most significant streetscapes in South Australia. A similar emphasis on the aesthetics of heritage landscapes is provided by Newcastle City Council (2014), which promotes its harbour side heritage walk as allowing one "to view the beauty" of Newcastle through appreciation of "the Customs House, the Convict Lumber Yard, Fort Scratchley, Newcastle Ocean Baths and Beach, Christ Church Cathedral, and several historic convict-era buildings".

The Hobart community places considerable value on maintaining the nexus between the water and the built environment of the Sullivans Cove waterfront. A member of the public at a 'Conversations in the Cove' meeting on planning proposals for Sullivans Cove remarked:

I see a risk of us losing our visual views of the water. When we were asked to comment on different propositions

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about 18 months ago, there were buildings plonked everywhere. If we lose the car park near the museum, we'll no longer have a view of the water from Macquarie Street. There's also a building blocking the Murray Street view of the water. I see these commercial propositions as taking away from what we currently have in the way of connections between the city and the waterfront. (Sullivans Cove Waterfront Authority 2005a: 8)

The social importance of the waterfront as a place for meeting and enjoyment including nostalgic remembrance of activities in earlier times is of paramount importance to the Hobart community (e.g. public comments provided in Sullivans Cove Waterfront Authority 2005b). However, the aesthetic appeal of the setting of Sullivans Cove and Precinct has changed considerably over the past 10 to 15 years, with many modern buildings, like the Hotel Grand Chancellor and developments on Elizabeth Pier altering and even blocking the vistas across the Cove. The redevelopment of the Brook St Pier into a three-story floating hotel and the redevelopment of Macquarie Shed No. 1 into a four-storey hotel/restaurant complex will also interfere with the vistas across Sullivans Cove from a number of vantage points around the waterfront.

Detailed comparative analysis of the aesthetics of heritage precincts of Australian ports has not been undertaken. Nevertheless, there appears to be a lack of evidence to demonstrate that the heritage buildings and docks of Sullivans Cove and Precinct have significantly greater aesthetic value to the community than similar collections of nineteenth century buildings in a number of other ports, notably Sydney, Newcastle, Adelaide, Melbourne and Fremantle.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (e).

Criterion (f) The place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period

The nomination claims that no elements in Sullivans Cove have been identified which demonstrate a sufficiently high degree of creative or technical achievement to satisfy this criterion.

Hobart in the early 1920s was the first city in Australia to have an integrated electricity system. The electric tramway system was also the first in the nation (Hudspeth and Scripps 2000). This fact does not, however, relate specifically to Sullivans Cove and Precinct.

During the 1930s, the Marine Board directed that concrete be used in wharf construction. The old wooden wharves were consequently replaced with concrete including the Elizabeth Street pier which was constructed out of reinforced concrete in 1934. Work on the installation of an electrically-operated rolling bascule bridge with concrete shore abutments also commenced in 1934 and was the first of its type in Australia. Reconstruction of Princes Wharf, also in concrete, was completed by 1939. According to Hudspeth and Scripps (2000) these were courageous decisions at a time when concrete was not a well-understood or readily accepted material for wharf construction in Australia.

The significance of Sullivans Cove for the early use of concrete in port construction is unclear and would require further comparative research. The Queensland Heritage Register makes the following statement on the heritage-listed Cairns wharf complex:

by 1915 there was an unbroken frontage of 1200 feet (366 metres) of concrete wharves in Cairns. In the early 1920s, loans totalling 50 000 allowed the harbour board to further extend the wharves, and by 1925 the concrete wharves were 1500 feet (457 metres) long. A railway was extended along the front of the wharf. By the end of the 1920s another concrete wharf with rail approach and shed was erected (Queensland Environmental Protection Agency 2014).

Based on above Queensland example which predates Elizabeth Pier and Princes Wharf it is unlikely that Sullivans Cove and Precinct has National Heritage value under this criterion.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (f).

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Criterion (g) *The place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

The nomination claims that Sullivans Cove may meet this criterion for strong association with traditional and ongoing recreational and cultural activities, citing Antarctic exploration and the Sydney to Hobart yacht race as important examples of such activities.

Sullivan Cove's historic association with Antarctic exploration is considered under criterion (a).

Sydney to Hobart Yacht Race

The Sydney to Hobart yacht race has gained a worldwide reputation as one of the toughest ocean yacht races in the world (Ludeke 2002). It is ranked in world status with the Fastnet Race in England and the Newport to Bermuda Race in the USA (Campbel 2014). The race "has become an icon of Australia's summer sport, ranking in public interest with such national events as the Melbourne Cup horse race, the Davis Cup tennis competition and the cricket tests between Australia and England" (Cruising Yacht Club of Australia 2009; Campbel 2014). Many countries and continents have been represented in the race, with winning yachts from Australia, United States, New Zealand, Bermuda, United Kingdom, Sweden, Denmark, South Africa, France and Germany (Ludeke 2002). The final destination for yachts having crossed the finishing line at Castray Esplanade is Constitution Dock, which remains the case today, although there are now too many yachts to all berth within the dock, and many are tied up outside of Franklin Wharf. It is here that the yacht's crews come together with the broader community to celebrate the fleet's successful completion of the race. The crews receive a rousing reception from the public who are invited onboard to celebrate and hear the dramas firsthand from the proud but weary sailors that have just competed in one of the world's toughest yacht races.

Other well known Australian offshore yacht races include the Brisbane to Gladstone (a 308 nautical mile race held every Easter since 1948); the Melbourne to Hobart Westcoaster (a 440 nautical mile race held every December since 1972 that circumnavigates the rugged west coast of Tasmania and finishes in Sullivans Cove at the same time as the Sydney to Hobart); and the Sydney to Gold Coast (a 384 nautical mile race has been held in July every year since 1986). Like the Sydney to Hobart, these races attract the serious offshore boats; however they do not draw the same level of public interest, nor are they as widely celebrated as the Sydney to Hobart.

Not all yachts make the finish and rough weather can cause many withdrawals from the race. In 1993, only 38 yachts finished out of 110 starters. A total of nine sailors have drowned, with the worst year by far 1998, when in exceptionally bad weather, six sailors died (Maxwell-Stewart 2005).

So while the Sydney to Hobart is undoubtedly Australia's most celebrated offshore yacht race, it would seem inappropriate to recognise the end point of the race at Sullivans Cove as the place that best represents the national significance of this iconic sporting event. The start of the race in Sydney Harbour is arguably as celebrated as the finish. On Boxing Day each year, thousands of people crowd the harbour's foreshores and hundreds of watercraft jostle for position at the starting line and follow the yachts out of Sydney Heads. It is a spectacle filled with drama, colour and sound that is televised around the nation and to the rest of the world.

Both the start and the finish of the Sydney to Hobart yacht race are equally valued by the Australian public, to list one and not the other does not adequately represent the drama of the Sydney to Hobart yacht race. Listing the finish on its own does not reflect the community's strong interest in the race from its spectacular start on Boxing Day in Sydney Harbour nor does it appropriately represent the gruelling 628 nautical mile race course down the east coast of New South Wales and across Bass Strait. On this basis, Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (g).

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (g).

Criterion (h) *The place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

The nomination states that Sullivans Cove has been associated with the life and works of important people in

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Tasmanian history including Lt Governor David Collins, Lt Governor George Arthur and Lt Governor John Franklin, and also George Peacock and Sir Henry Jones.

David Collins (1756-1810) was the first Lieutenant Governor of Tasmania and considered Risdon Cove an unsuitable site for settlement and re-established the British at Sullivans Cove (Australian Dictionary of Biography). Collins sailed with the First Fleet to Botany Bay and served with distinction as Deputy Judge Advocate in New South Wales until 1796, when he returned to England. In 1802 Collins was chosen to form a new settlement in Tasmania, but although he wisely selected the Sullivans Cove site his administration was largely ineffective and overshadowed by New South Wales.

Sir George Arthur (1784-1854) was appointed Lieutenant Governor of Tasmania in 1823 and established the penal system for the reform convicts (Australian Dictionary of Biography). "Arthur believed a penal colony provided the best environment for implementing a classification system to discipline and reform criminals in a way that could not be achieved behind the walls of Bentham's model penitentiary" (Australian Government). Arthur has a much closer connection with the iconic Port Arthur, which is named after him, and infamous Sarah Island than with Sullivans Cove.

Sir John Franklin (1786-1847) succeeded Arthur as Lieutenant Governor of Tasmania and attempted reform of the penal system by initiating probation (Australian Dictionary of Biography). Darlington Probation Station on Maria Island is the place perhaps most closely linked with Franklin's administration.

Lachlan Macquarie (1762-1824) was appointed governor of NSW in 1809 with responsibility for Tasmania and oversaw the first town plan for Hobart in 1811 (Australian Dictionary of Biography). When set against his accomplishments in Sydney and New South Wales, Macquarie's laying out of the first town plan for Hobart must be set against his similar plans for Liverpool, Castlereagh, Pitt-town, Wilberforce and other settlements in New South Wales. The plan for Hobart also needs to be weighed against more notable achievements, such as the founding of Port Macquarie and Bathurst, and the extensive public works carried out by Macquarie in Sydney and New South Wales.

These people played key roles in Tasmanian history. A number were also important in the wider history of Australia. Macquarie for his administration of New South Wales and Arthur and Franklin for their attempts to structure the penal system. However, the association between these individuals and Sullivans Cove and Precinct is not strong and is unlikely to meet threshold for this criterion.

The Henry Jones and Co building that is located within Sullivans Cove and Precinct was originally built as a receiving depot for incoming emigrants from England, however it is best connected with the lives and works of the industrialists, George Peacock and Sir Henry Jones. In 1867 George Peacock (1824-1900) established one of the first canned jam factories in the Australian colonies. In 1870 he moved his factory to a large stone warehouse on the Old Wharf in Sullivan's Cove, now known as the Henry Jones and Co building (Australian Dictionary of Biography). Peacock was generally a successful businessman, but the tariffs imposed across the various colonies limited his business dealings in Australia. While Peacock did experiment with canning techniques for meat and fish, these were largely unsuccessful due to high associated costs. Peacock's canning factory was one of a number of jam factories that developed near the Hobart waterfront, and was constructed approximately 20 years after the first one in Australia, in Sydney. It is unlikely that Peacock is a person of outstanding importance in Australian history.

Sir Henry Jones (1862-1926) association with jam manufacturing began as a 12 year old boy pasting labels on jam tins for 60 hours a week for George Peacock, and worked his way up to foreman. By 1889 George Peacock was in his senior years and his business was facing financial difficulties. This led Achalen Palfreyman, Sir Henry Jones and Peacock's son Ernest to form a partnership to take over the management of the factory, with eventual total buy out by 1892 (Brown 1991). The three partners agreed to rename the company H. Jones and Co, and the Jam Factory was renamed a decade later as IXL. The motto 'IXL' is said to have evolved from Sir Jones own ethos 'I excel in everything that I do'.

Sir Jones considerable wealth came from the company's forays into a variety of business opportunities in mainland Australia as well as overseas. These included timber production, tin mining, shipping, hop production, coal mining, wharf construction, meat preservation and insurance. Much of the drive to engage in new enterprise stemmed from Sir Jones' own determination to control all aspects of a manufacturing process from start to finish (Brown 1991). Sir Jones was at the centre of three separate

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Royal Commissions relating to employee working conditions, in the sugar industry and the fruit industry. The outcomes of all were less than favourable and it was evident that the information that was released about the poor working conditions and salaries of the workers within the factories damaged the public appearance of Sir Jones and the company. It is evident that Sir Jones was the head of a leading and successful business partnership at the time, with varied corporate investments, however his efforts are not unique compared to other businesses that were developed in Australia during the 19th and 20th century. One comparison for Sir Jones is that of Sir David Fletcher Jones (1895-1977), who was a clothing manufacturer, retailer and cooperative advocate. Sir Fletcher Jones established a staff-owned business that pioneered a system of cooperative ownership, profit sharing based on need and management by consultation (Davison et al, 1998). His ideas were revolutionary and unique in Australia at the time and he was appointed O.B.E. in 1959, and knighted in 1974 for services to decentralisation and the community (Australian Dictionary of Biography). His unique philosophy, that the object of business should be social advance rather than individual profit, inspired him to purchase land outside of Warrnambool at Pleasant Hill in order to build a modern factory complex surrounded by landscaped gardens and workers' cottages.

Sir Jones was a significant member of the Tasmanian community and influential friends offered to assist Sir Jones in pursuing a career in politics, but he declined their efforts. Sir Jones often supported charitable efforts in Tasmania, and in 1919 was made a Knight Bachelor for "good and faithful services to ourselves and the Empire" (Brown 1991). The Knight Bachelor is the most basic and lowest rank of a man who has been knighted by the monarch but not as a member of one of the organised Orders of Chivalry, and the numbers of Knight Bachelor run into the hundreds (Imperial Society of Knights Bachelor). Towards the end of his career he was active in personal pursuits such as sporting clubs and Rotary, as well as contributing to the local Wesley Uniting Church. As an example of his generosity, during the war Sir Jones donated one million pounds of jam and also a plane to the Royal Flying Corps (Brown 1991), although his shrewd business attitude was in evidence when the plane arrived with 'IXL' painted across the wings. Whilst Sir Jones' efforts were charitable in nature, they are not unique and a comparison at the time was wealthy pastoralist Sir Sydney Kidman (1857-1935) who also donated two planes to the Royal Flying Corps. By the war's end Sir Kidman had become a national institution, having given fighter aeroplanes and other munificent gifts to the armed forces as well as donating property and cash to the Salvation Army and the South Australian Government (Australian Dictionary of Biography). Sir Kidman was similarly made a Knight Bachelor in 1921.

The Jam factory complex has now been converted into a boutique art hotel and a series of other small businesses. Much of the refit has changed the interior of the building, but left the facade intact. The Henry Jones and Co building in Sullivan's Cove has a strong connection to Sir Henry Jones, and George Peacock to a lesser extent, however, it is considered unlikely that the lives or works of the above mentioned persons would meet the threshold for National Heritage listing under this criterion.

Sullivans Cove and Precinct is unlikely to have National Heritage value under criterion (h).

Criterion (i) The place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.

The nomination makes no claims under this criterion. Desktop analysis suggests that the place does not have Indigenous heritage values of national significance under this criterion or any other as outlined above.

No claim is made for Sullivans Cove and Precinct having National Heritage value under criterion (i).

History:*Indigenous land and the arrival of the first Europeans*

Sullivans Cove is the main port area of Hobart. Aboriginal people called the place *Nibberloone* (*Nipaluna*) or *Linghe*. It is part of *Muwinina* (*Mouheneenner*) Country, extending along the south-east coast to north of Hobart along *timtumili minanya* (the Derwent River). The Muwinina were one of several clans living in the south-east at the time of arrival of the first Europeans (Brown 1986; Boyce 2008; TMAG 2014). Country continues to be central to Muwinina identity. Through celebrations and ceremonies, hunting, fishing and gathering, pakana culture continues to be strong (TMAG 2014 indigenous interpretation).

Muwinina Country includes a place in the National Heritage List (105665) at Recherche Bay, where the French

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explorer Bruni D'Entrecasteaux anchored in 1792 and 1793. The Muwinina people would have known of the French visit and would have visited Recherche Bay at various times. The French sailed up timtumili minanya and named it 'Riviere du Nord'. British Lieutenant John Hayes named the river, the Derwent, a couple of months later.

A permanent water source at Mount Wellington supplied the Muwinina people with fresh water at Sullivans Cove. Rock platforms provided shellfish including large mussels and oysters. Terrestrial resources such as bracken fern, stringy bark, possums and wallabies were also readily available (Brown 1986). They were expert canoe builders, often crossing the D'Entrecasteaux Channel and the Derwent River (TMAG 2014 indigenous interpretation).

In 1798, George Bass and Matthew Flinders circumnavigated Van Diemen's Land, travelling up the Derwent River as far as Herdsman's Cove. Bass's favourable comments about Risdon led to the eventual decision to make the original settlement there. In 1802, the Derwent was visited by another French scientific expedition, that of Baudin and Hamelin, who explored as far as Bridgewater. The first British convoy under Lieutenant Bowen in the Lady Nelson established a penal settlement at Risdon Cove in October 1803 (Hudspeth and Scripps 2000).

From an Indigenous perspective, British settlement at Sullivans Cove was an invasion. Many Aboriginal sites have been disturbed or destroyed through extensive modification of the coastline and landscape over the 200 years since British occupation. Nevertheless, some evidence remains undisturbed. There are currently three recorded middens, three artefact scatters and an isolated artefact within the boundary of the Sullivans Cove and Precinct nomination area (Austral 1994, 1997, 2002b; Brown 1986; Stocks 1991). Other Aboriginal sites have been recorded just outside the boundary of the nomination area (Aboriginal Heritage Tasmania 2005).

Early to mid nineteenth century settlement 1804 to 1854

On 16 February 1804, Lt Governor David Collins arrived at the bay he named Sullivans Cove, after John Sullivan who was at the time the Under Secretary to the Colonies. The permanent fresh water source was the primary reason for the British move from Risdon Cove. Sullivans Cove seemed to Collins a promising 'port of shelter' with a deep water harbour and an easy and safe approach from the open sea. Collins landed 31 free settlers and 231 soldiers and convicts (Solomon 1976) as the founding population of what was to become Hobart Town, Australia's second-oldest European settlement, founded sixteen years after Sydney. Hobart's location at the mouth of the Derwent River allowed it to play a major maritime role in the development of Tasmania.

At first the settlement grew in a haphazard fashion. Governor Macquarie arrived in November 1811 to inspect the settlement and draw up plans for its orderly growth. The plan initiated by Macquarie was completed a few days after his arrival and established a grid pattern that essentially exists to the present day. Aligned in an approximate north-south direction were Pitt, Macquarie, Collins and Liverpool Streets. Bisecting these in an east-west alignment were Harrington, Murray, Elizabeth and Argyle Streets (Solomon 1976: Plate 4). Pitt Street was in later times renamed Davey Street. Macquarie intended a planned square (named George's Square but later renamed Franklin Square after a subsequent governor) to be the focal point of the settlement.

An export trade developed rapidly from 1812 as locally grown wheat began being shipped to Sydney. The trade steadily increased, and included kangaroo skins, meat, potatoes, oil and timber. As the port attracted a considerable amount of shipping in preference to Sydney, Governors Bligh and Macquarie closed it to direct overseas trade, largely to protect the monopoly of the British East India Company (Hudspeth and Scripps 1988). The closure was disallowed and shipping numbers increased from 12 in 1816 to 47 in 1823. Following the colony's separation from New South Wales in 1856, direct exports of colonial produce, including wool and oil were shipped to Britain (Bach 1976).

Hobart Town's role as a destination for convicts dominated the management of its port until the end of transportation in 1853 (Hudspeth and Scripps 2000). Between 1803 and 1853 approximately 75,000 convicts served time in Tasmania - representing about 45% of all convicts landed in Australia (Maxwell-Smith 2005). Convict labour undertook all the major port construction. Control and protection of the port was vitally important to the penal colony and to its future as a whaling and trading port.

Shipping and commerce concentrated at the northern end of Sullivans Cove (Old Wharf and Hunter Street) during the period of early settlement. Ships could not come alongside and were anchored in the stream with cargoes and passengers transferred by lighter (or flat-bottomed barge) to Hunter Island. The first major construction in the settlement was the building of a stone causeway in 1820 to link Hunter Island with the mainland. This started the land reclamation which was to greatly

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alter the shape, scale and extent of Sullivans Cove. Merchants built warehouses and jetties and the Old Wharf became the shipping and commercial centre. Characteristic waterfront trades used in the era of sailing ships, along with hotels, developed along the wharf.

The southern shore with deeper water and more sheltered position was a more practical site for berthing facilities. A 33-foot (10-metre) access roadway was constructed to the Battery on the southern side of the cove. Work on the New Wharf (later called Princes Wharf) began in 1830. A stone quay was constructed at Battery Point in an ambitious plan in which the quay was excavated by cutting back 100 feet (30 metres) into the dolerite slope behind, creating space for warehouses and trading traffic, now Salamanca Place. During the 1820s, the line of the Rivulet, a fresh water stream which had attracted Collins to Sullivans Cove as the most suitable site for a settlement, was substantially changed and diverted into a stone-lined channel to assist with land reclamation and to regularise the port area (Rayner 1988).

By 1834 the southern shore had been reconstructed and a new Customs House built. The Land Commissioner's survey of 1826 records the Private Secretary's cottage and the Commissariat store as the centre of the primitive economy. Both buildings survive as part of the Tasmanian Museum and Art Gallery. The Treasury building and a number of stone warehouses on the Old Wharf had also been built. The signal station and Mulgrave Battery were located on Battery Point (Historic Sites Survey Team 1988a: 3-4).

Development of the central cove area commenced with Lt Governor Franklin in 1839. Extensive land reclamation pushed the new shoreline 100 metres further into the river and work commenced on what was to become Franklin Wharf. The reclamation involved the excavation of soil and rubble from nearby banks and quarries to create walls out into the water, forming three large squares. Two were filled with spoil and the third was retained as Constitution Dock. The former banks were cut away and the gradient reduced. Argyle Street was cut through between Macquarie Street and the shore (Hudspeth and Scripps 2000).

Work on Franklin Wharf was slow until the arrival of Governor Denison in 1847. The British Government supported the project to provide work for the large number of prisoners being transported under the probation system. Denison supported transportation, believing that cessation would injure the island's economy. Arranging for 200 convicts to be transferred to complete the work, Denison was responsible for extending the 1834 wharf and the construction of Constitution Dock. Named to commemorate the enabling of self-government by the passing of the Constitution Act, Constitution Dock was opened in December 1850. The bridge over the entrance way to Constitution Dock was opened in 1858. This bridge was subsequently replaced three times: in 1896, 1921 and 1937 (Hudspeth and Scripps 2000).

The land reclamation had provided a new link between the waterfront and the town and the eventual continuation of Macquarie's formal street grid. By 1854 Morrison Street had been put through and allotments marked out on the new block bounded by Argyle and Morrison Streets and the continuation of Elizabeth and Davey Streets. New allotments were quickly taken up as merchants and speculators made use of their proximity to the wharves.

Whaling and Sealing

The colonial government generally encouraged the search for local produce or a 'staple' to assist overcoming some of the commercial and social problems of the early settlements in Australia. Lt Governor Collins had foreshadowed that Hobart Town, on the route of the roaring forties, would become pre-eminent in the seas south of Sydney. Following the loss of the British East India Company's monopoly and the opening of Australian waters to all British whalers, Sydney and later Hobart provided a convenient base for whaling ships hunting in the waters around Australia and New Zealand. Captain Cook first alerted the world to the potential resources of the Southern Ocean and the first sealers and whalers in the area were British, followed by the Americans (Wace and Lovett 1973). Whales were hunted for their oil (used for lighting and fuel) and whalebone and baleen (used to make corsets and other fashion items).

Southern Right whales were originally the mainstay of the industry and were abundant throughout the coastal waters of Tasmania. In the first years of settlement at Sullivans Cove, the waters of the Derwent River were full of black or right whales. There were so many in the river that people crossing in small boats were afraid of colliding with them (Hudspeth and Scripps 1987). As their numbers declined, the whalers sought out Sperm whales further afield which required larger ships and greater financial backing. Vessels from Hobart worked all the way from Antarctic waters north to Kodiak Bay in Alaska (Headland 1989).

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The amount of whale oil exported from Hobart increased from 179 tons in 1827 to 713 tons in 1830. In 1834 there were an estimated 50 American and French whalers in Tasmanian waters. Whale products became the colony's chief export, surpassing wool (Abbott and Nairn 1969).

Captain James Kelly was one of the most colourful of Salamanca Cove's whalers. Of convict parentage, he became a master mariner, circumnavigated Tasmania in a whaling boat, suffered a shipwreck on a sealing expedition to Macquarie Island and was Hobart's harbour master for some time. He constructed Kelly's Steps and Kelly's Lane to link his residence in Battery Point directly to his business on New Wharf. Kelly sold land to Morrison who by 1844 had built warehouses and purchased two adjacent warehouses (now occupied by the Salamanca Arts Centre) (Salamanca Arts Centre 2006). The brothers, Hugh and John Addison, built the two four-storey warehouses (77-79 Salamanca Place) in 1843 on land also purchased from Captain Kelly. John Addison, an architect, designed the buildings to flank the pre-existing Kelly's Lane

By 1849, Hobart had 37 locally owned whaling ships employing more than a thousand men between them and a catch worth 1 million (Bach 1976). Whaling diminished in importance as the discovery of gold lured away both labour and ships. Depleted whale stocks and the discovery of alternative commodities such as gas and kerosene also affected the demand for whale oil. By 1882, only 8 whalers remained in Hobart and there were fewer visiting whale ships. The last of the whale ships, a barque called Helen took its final voyage in 1899 (Hudspeth and Scripps 1987). Ancillary industries and skills, including ship and boat-building, chandlery and provisioning, continued to develop in the cove.

Antarctic Exploration

In 1839, a French expedition under Dumont d'Urville spent time in Hobart to recruit additional crew for a planned journey to the South Magnetic Pole. While in Hobart, d'Urville and his crew were entertained by Governor Franklin and his wife (Kriwoken and Williamson 1993). Upon leaving Sullivans Cove, the French sailed south and early in 1840, sighted land. They charted this previously unexplored coast, which was called Terre Adelie, and they came close to, although did not attain, the South Magnetic Pole (Rosenman 1987).

In 1840, James Clark Ross, a friend of Lieutenant Governor Franklin and commander of the *Erebus* and *Terror*, sailed from Sullivans Cove to attempt to reach the South Magnetic Pole and undertake measurements of the magnetic field. While wintering in Hobart, and with Franklin's support, Ross constructed a magnetic observatory in the grounds of Government House which became known as the Rossbank Observatory. It was the first magnetic observatory in Australia and continued in operation until the end of 1854 (Hopgood 1993). The remains are present today near the rear entrance to Government House. In 1841, Ross's ships provided the gun salute when the foundation stone was laid for the new Government House (Kriwoken and Williamson 1993).

In 1894, Henrick Bull in the ship *Antarctica* sailed from Hobart and made the fourth recorded landing on the Antarctic continent. On 28 November 1898 the *Southern Cross* under the command of Carsten E. Borchgrevink called at Hobart before proceeding to the Antarctic, where he wintered along with his crew, which included a Tasmanian physicist, Louis Bernacchi, who became the first Australian to winter in the Antarctic (Kriwoken and Williamson 1993). Robert Falcon Scott in the *Discovery* called into the port on the British National Antarctic Expedition to Antarctica in 1901-1904.

On 2 December 1911, the Australasian Antarctic Expedition led by Douglas Mawson in the *Aurora* set out from Queen's Wharf in Sullivans Cove. Prior to departure and while in Hobart, the ship was overhauled. Mawson's expedition returned twice to Hobart, on 14 December 1912 and 14 March 1913. Mawson also used Hobart as his port for the British-Australian-New Zealand Antarctic Research Expedition, calling in twice in November 1930 and March 1931 and attracting wide public interest.

Roald Amundsen and four companions were the first to reach the South Pole on 14 December 1911, returning home via Hobart. Amundsen anchored his ship *Fram* off Hobart in March 1912 and sent the telegram of his achievement from Hadleys Hotel to Oslo. He and his crew were entertained by Hobart society during the course of their stay (Kriwoken and Williamson 1993).

In 1938-1939, a United States expedition led by Lincoln Ellsworth in the *Wyatt Earp* called into Hobart during its Antarctic voyage. This expedition is noteworthy for the deployment of a shipboard aircraft for the first flights over the South Pole

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(Kriwoken and Williamson 1993: 96). Nine years later the *Wyatt Earp* was to become the first ship of the Australian National Antarctic Research Expedition (ANARE), an organisation formed in 1948 (Australian Antarctic Division 2007). Most ANARE expeditions departed, and still depart, from Hobart.

Port growth in the second half of the nineteenth century

Transportation ceased in 1853 and the colony became self-governing in 1856. A Marine Board was established in 1858 to administer the port, based on a guild model, the British Trinity House system. The Tasmanian legislators found the guild model attractive as they sought to correct what a 1856 Report of the Royal Commission into the State of the Public Service saw as a dependency on central government, caused by a long continuance as a penal colony (Hudspeth and Scripps 2000).

In 1847, 367 ships entered the port, the largest number since 1842. In 1854, 643 inter-colonial and overseas vessels entered the port, a figure not rivalled for the next century (Hudspeth and Scripps 2000). The interstate and local shipping trade expanded most rapidly in the second half of the nineteenth century, resulting in a greater number of generally smaller vessels using the port while overseas trade declined slightly. Shipping in the harbour was steam and sail. New insurance, steamship offices and banks were established. Timber and produce merchants thrived by supplying the gold miners with oats, potatoes, palings, prefabricated houses and timber. By 1850, the shipbuilding industry was as important as any in Australia (Hudspeth and Scripps 2000). However, with the end of transportation and the withdrawal of Commissariat expenditure, the colony began to stagnate and a long period of economic depression commenced.

In 1852, a new building was erected at 11 Franklin Wharf at the edge of the central cove for the Water Police and Port Officer's boat crew, consisting of a barracks, yard and offices. In 1857 part of it became the headquarters of the newly established Telegraph Office. A house erected for the Harbour Master in the adjacent block later became the Marine Board office. Adjoining the block was the Tasmanian Steam Navigation Company's one-storey offices and yard and the Derwent and Huon Steam Navigation Company and possibly a merchant's store. The reclamation of the area behind Morrison Street was completed in 1854, and businesses, merchants' stores, shipping offices, timber yards and pubs set the pattern for the next 70 years (Hudspeth and Scripps 2000).

The third block of Franklin Wharf, between Elizabeth and Argyle Streets, was reserved for a 'Seamen's Chapel' and for Customs. A footbridge crossed Constitution Dock and Fishermens Dock which initially was open-ended, with the government building known as the 'Old Treasury' beyond. The people living in the area near the Old Wharf, known as Wapping, were mostly connected to the casual employment available on the wharves. There were numerous pubs and the area was associated with noxious trades, including tanneries, slaughter yards and chemical factories. Following the construction of the gasworks on the bank opposite the Old Wharf in 1857, the wharves were lit by gas (1858) and reached the Battery signal station by 1860.

The main task of the newly established Marine Board was the reconstruction and repair of the Hobart Town wharves. Pressure for wharf space resulted in piers extending further into deeper water. New Wharf, the main whaling berth, was extended and repaired. This was followed by replacement of the short-finger pier used for the Sydney and Melbourne steamship traffic with the new Elizabeth Street Pier extending from Franklin Wharf. In 1879 further replacements and extensions were undertaken to the piers and wharves, as the stubby-finger piers of the 1850s were extended into still deeper water (Hudspeth and Scripps 2000).

In 1882, Waterman's Dock was reconstructed. In 1889 major improvements were carried out to the Fishermens Dock area. Rebuilt in 1891-92 and renamed Victoria Dock, the excavated material was used as fill to reclaim land at the head of the dock and widen Hunter Street which joined Davey Street.

The shipping statistics illustrate the impact of the long depression following the cessation of transportation and the gold rushes. From 1857 to 1872 the number of vessels into Hobart Town each year dropped from 547 to 195. In 1857, 60% of imports came from the United Kingdom, 20% from Victoria, 5% from New South Wales and 7% from Mauritius, comprising sugar. In 1869, sperm whale oil and wool made up the bulk of the 45% of exports to Britain, while the 28% which went to Victoria comprised timber, fruit, wheat, vegetables and oats (Hudspeth and Scripps 2000).

Coastal and river traffic dominated the port during the 1870s and 1880s. The mineral boom on the west coast increased shipping traffic to the area. Tasmania's export trade was still in its infancy with 70% of European goods being imported by way of

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Victoria. By 1898 only 28 of the 236 ships that arrived with cargo and 38 of the 266 departures were sailing ships. The size of the vessels trading to the port had also increased greatly (Hudspeth and Scripps 2000).

Development of the fruit industry - late nineteenth-early twentieth century

Like the other colonies, Tasmania continued to be dependent on shipping facilities and trans-oceanic transport for its major overseas markets and access to other Australian centres. As whaling declined, the major exports shipped through Hobart were timber and fruit. The fruit industry which began in Hobart in the 1880s was well established by the 1890s after accessing the British and European markets. It provided a long-term boost to the Tasmanian economy, reinforcing the timber industry with requirements for fruit cases and pallets (Historic Sites Survey Team 1988a: 15).

Warehouses in Hunter Street where the Old Wharf had been and the row of warehouses that lined New Wharf were adapted for use as fruit processing and jam-producing factories. Hundreds of workers produced millions of tonnes of jam and tinned fruit for export all over the world. Many of the factory workers lived in the growing community located directly behind Salamanca Place. Unlike the disease-ridden slums of Wapping on the other side of Sullivan's Cove, Battery Point included the grander residences of merchants and factory owners alongside the humble cottages of labourers and tradesmen. Throughout the early-twentieth century, Battery Point was largely a working-class suburb, filled with jam factory workers who were employed by IXL Jams in Hunter Street or WD Peacock and Sons in Salamanca Place. Many were women, who worked up to 50 or 60 hours a week during the high season, running home to feed families at dinner time and then returning for an evening shift (Salamanca Arts Centre 2006).

The years from 1890 to 1914 saw rapid development in steamship services. As steamships increased in size and number, more finger piers were built for local, inter-colonial and overseas traffic. Despite further lengthening of Argyle and Dunn Street piers in 1899, another pier was urgently required to accommodate ships transporting fruit. Alexandra Pier, at the time the longest pier in Tasmania, was completed for the 1902 fruit season (Hudspeth and Scripps 2000). Work was also undertaken at New Wharf, renamed Princes Wharf in honour of the Prince of Wales. The Dunn Street Pier was reconstructed and renamed King Pier at its opening in 1910. Ocean Pier at the head of Hunter Street was completed by 1914. For the first time there was direct rail access to the new pier from Old Wharf on the Hobart waterfront. Further land reclamation beyond the end of the Zeehan Wharf and diversion of the Rivulet was nearly completed in 1916, enabling the Marine Board to lease the whole of the first section to Jones and Co.

In 1910, IXL purchased the Salamanca Place jam factory from WD Peacock, but it continued to operate as before and was known simply as Peacock's factory. After the onset of World War II, the factory produced pure fruit juice and cordials as well as canned fruit and pulp for jam (Salamanca Arts Centre 2006). By 1974, Henry Jones IXL, Peacock's parent company, had been sold and the Peacock Factory closed.

The fruit industry was an important component of the Tasmanian economy. Prior to World War I, Hobart enjoyed a regular weekly service with Sydney and during the apple season a number of overseas steamers called at the port. However, the 1920s brought the depression and unemployment. Tasmania was disadvantaged by the results of Federation, when the coastal clauses of the *Commonwealth Navigation Act* of 1921 took effect. Designed to protect Australian shipping and seamen, the result encouraged an alliance between two power blocks, the maritime unions and shipping companies, which put a stop to the visits by overseas steamers which had combined fruit with passenger trade. Increases in freight costs and cuts in shipping services had a disastrous effect on Tasmania which was two-and-a-half times more dependent on shipping than any other state (Hudspeth and Scripps 2000).

River steamer excursions were immensely popular. The annual Hobart regatta and the visits of naval vessels were major events. Celebrity passengers drew crowds and Hobart citizens enjoyed strolling around the wharves or buying fish. During the 1930s, citizens visited the port to view the ships of the Australian squadron.

Mid-twentieth century port development

The port of Hobart was used extensively for Allied shipping during World War II and close security was implemented. Fences were erected around the shore entrances to Queens and Ocean piers and Macquarie Wharf, and entrance was by permit only. War transports, including the Queen Mary and Queen Elizabeth the largest ships afloat came into the port. Provisioning and fuelling ships provided significant economic benefit to the town of Hobart.

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While the peak of wharf development occurred before World War II, reconstruction of old structures at Kings, Queens and Ocean piers commenced after the end of the war. Reclamation at Macquarie Point provided for a post-war tanker berth. In the late 1950s, Franklin and Brooke Street piers were demolished and the Franklin Wharf frontage was replaced with concrete. Macquarie Wharf No 1 replaced Ocean Pier, built entirely of concrete. A new terminal was built at Princes Wharf. In 1965, a marina was developed in Victoria Dock for smaller vessels using the port. The old dock bridge had been replaced with a wider structure in 1960.

The major cargo leaving the port in the 1960s continued to be apples but the traditional markets were lost following Britain's entry into the Common Market in 1974. The reduction in the fruit industry was demonstrable in Sullivans Cove with redundant factories. Construction of the Marine Board office building on the site of the former Mariners Church created a storm of protest and was a public relations disaster (Hudspeth and Scripps 2000).

Late twentieth century reuse and redevelopment

By the 1970's, the sandstone warehouses in Salamanca Place were still being used for storage and wholesale distribution and as cheap space for artists. Recognising the potential to establish a community and arts centre in Hobart's port area, the community pressured the State Government to purchase the Peacock Factory at Salamanca Place. In 1976, the government purchased the seven warehouses in Hobart's Salamanca Place and a cottage in Kelly Street for the people of Tasmania and established the Salamanca Arts Centre. It was also around this time that local traders held the first Salamanca Market set between the graceful plane trees and sandstone facades of the historic warehouses that run along Salamanca Place. Salamanca Market has grown from 12 stalls in 1972 to more than 300 in 2014, becoming Tasmania's most visited tourist venue attracting up to 25,000-40,000 visitors every Saturday.

Tasmanian Gay Law Reform

In 1988, the Tasmanian Gay Law Reform Group (TGLRG) set up a permanent stall at the Salamanca Market to petition for gay law reform in Tasmania. Supporters could sign a petition calling on the State Parliament to repeal laws that criminalised homosexuality. The Hobart City Council deemed the stall "offensive and political" and declared it illegal (Morris 1995). The TGLRG refused to move and in October 1988 the City Council made the first arrests of those attending the stall. Those arrested were replaced by others who were also arrested. By December 1988, 130 arrests had been made (Morris 1995).

In December 1990, the HIV/AIDS Preventive Measures Bill was presented to the Tasmanian House of Assembly to repeal Sections 122 and 123 of the Criminal Code that criminalised male homosexual behaviour. There was a stalemate in the Legislative Council, leading to the eventual rejection of the bill. On Christmas Day 1991, Nick Toonen lodged a formal complaint over the Tasmanian legislation with the United Nations Human Rights Committee. The submission was notable as it was the first under the First Optional Protocol to the International Covenant on Civil and Political Rights, to which Australia had just recently become a signatory (Morris 1995). While the Tasmanian Government formally objected, the Commonwealth did not challenge the admissibility of the communication.

In 1994 the United Nations Human Rights Committee ruled that Tasmania's anti-homosexual laws breached international standards on human rights. This outcome provided impetus for the Commonwealth Human Rights (Sexual Conduct) Bill, which was passed by the Senate later the same year. It became law as the *Human Rights (Sexual Conduct) Act 1994*.

The TGLRG still has a stall at the Salamanca Market. An artwork symbolising the line around the market that supporters of the stall would face arrest for crossing was installed in 2013 by the Hobart City Council in partnership with the TGLRG and Rainbow Communities Tasmania Inc.

Recent Developments at Sullivans Cove and Precinct

In 2004 Sullivans Cove was identified by the National Trust as a place under threat from inappropriate re-development. It noted that inappropriately scaled and contrived developments were blocking significant vistas and the ongoing changes to the precinct were threatening the integrity and historical legacy of the place (National Trust 2014).

Over the past decade Sullivans Cove and Precinct has continued to evolve. There have been a number of building restorations and new developments since 2004, including the renovation of the Tasmanian Museum and Art Gallery which was completed in March 2014. The museum site encompasses the Commissariat Issuing Store, the Old Bond Store, Custom House and the

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Private Secretary's Cottage. Princes Wharf No.1 on the south side of the cove has recently been developed as an events centre and the new Institute of Marine and Antarctic Science was opened earlier this year on the site of Princes Wharf No.2. Macquarie Wharf Shed No.2 was recently refurbished to cater for the increasing use of Hobart as a cruise liner destination and to house the Australian Antarctic Division's central provedoring centre for its operations on the Antarctic continent. While the shell of the warehouse remains intact, all of its later accretions have been removed, and a large new opening has been made in the western end (Circa Morris Nunn Architects 2014). The nearby Macquarie Wharf Shed No.1 is being demolished and will be replaced with a four-storey building, the top three floors will accommodate a luxury hotel and the ground floor will include a mixture of shops and restaurants. The Brooke Street Pier located on Franklin Wharf is also being demolished and replaced with a floating, three-storey building that will incorporate retail, dining and office space, as well as ferry facilities. In addition, the Tasmanian Ports Corporation is undertaking a program of remediation of the Franklin Wharf piers in 2014.

Recent Developments adjacent to Sullivans Cove and Precinct

There are also plans for the remediation of the Macquarie Point railyards, an area located behind the Jones and Co. warehouse buildings. The area is being remediated for the future redevelopment of the site for residential and commercial purposes to cater to the increasing demands for inner city living and the growing tourism market. Redevelopment of Parliament Square, an area adjacent to Parliament House also began in 2014. Demolition of a 1950s office block has been completed; a new office building will be completed in 2015; and the adaptive re-use of the heritage buildings at 36 Davey Street and 34 west Davey Street will also be completed in 2015. Retail areas, a car park and a public plaza will be constructed in 2016 (Parliament Square 2014).

Sydney to Hobart Yacht Race

The 628 nautical mile (1,170 km) Sydney to Hobart Yacht Race, also known as the Bluewater Classic, is Australia's most famous ocean race and is often described as one of the most gruelling offshore races in the world. Since the inaugural race in 1945, the Sydney to Hobart has become one of the top three offshore yacht races in the world, ranking in world status with the Rolex Fastnet Race in England and the Newport to Bermuda Race in the USA. No yachting event attracts such huge media coverage, except the America's Cup and the Volvo Ocean Race, but they only happen every four or five years (Campbel 2014).

The first Sydney to Hobart Yacht Race left Sydney on 26 December 1945. Nine yachts started the race and all but one completed (Ludeke 2002). The race ended on 2 January 1946 when the first yacht crossed the finish line at Castray Esplanade on Battery Point, on the south side of Sullivans Cove. The race has continued as an annual event, but most yachts these days cross the finish line in time to celebrate New Years' Eve. In 1994, on the 50th anniversary of the event, there were a record 371 starters the largest fleet ever assembled in the world for a category 1 ocean race (Dictionary of Sydney 2014). A wide range of sailing vessels compete for line honours each year including elegant gaff-rigged cutters, weekend racers and sleek maxi yachts from around the globe. The final destination for finishing yachts is Constitution Dock, which remains the case today, although there are now too many yachts to all berth in the dock, and many are tied up outside of Franklin Wharf.

In its early days the race was dominated by 'amateurs', many of whom were Wednesday and Saturday sailors for their local clubs. But over the years, the race has attracted the rich and famous like Alan Bond, Rupert and Lachlan Murdoch; and Ted Turner, the founder of CNN cable network in the USA. Sir Edward Heath skippered Morning Cloud to victory in 1969, a year before he became Prime Minister of Britain (Dictionary of Sydney 2014).

Because of weather conditions, the race is rarely without incident. In 1984, a fleet of 150 yachts started, but 104 retired in the face of "strong to gale force" southerly winds that battered the fleet. In 1993, of 110 starters, only 38 finished the race. In 1998 the race became one of Australia's greatest sporting disasters. A severe storm, the worst in the Sydney to Hobart's history, saw only 44 yachts of the fleet of 115 reach the Hobart finish line. Five yachts sank and six sailors died (Ludeke 2002). Fifty sailors were plucked from the sea, in what has been described as the biggest maritime rescue operation in Australia's history (Dictionary of Sydney 2014). The tragedy initiated reform in the organisation of the race, especially in regard to weather monitoring and communication.

Major corporations sponsor both yachts and the race itself. Many yachts have names like Alfa Romeo, Nokia, Skandia, Porsche and Hugo Boss. But it is the yachts with names like Ragamuffin, Gretel, Helsal and Wild Oats that have become household names in Australia because of their repetitive attempts for line honours in the Sydney to Hobart.

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2014 marks the 70th anniversary of the event and hundreds of people will again crowd the foreshores of Sullivans Cove to welcome the yachts and their crews to Tasmania after competing in one of the toughest ocean races in the world.

Condition:

As noted above in *Recent Developments*, many of the historic port-related components of Sullivans Cove and Precinct including both buildings and wharves have been readapted and reused for purposes other than their original design. The fabric identified under criterion (b) including buildings such as the sandstone Georgian warehouses along Salamanca Place and Hunter Street now accommodate restaurants, cafes, art galleries, retail outlets and boutique hotels. All of the buildings identified under criterion (b) are listed on the Tasmanian Heritage Register and are protected under the Historic Cultural Heritage Act 1995.

Wharves, buildings and associated infrastructure across the cove continue to be redeveloped and in some cases removed. In 2011, the Princes Wharf No.1 Shed near Salamanca Place was redeveloped as an events centre and the Princes Wharf No.2 Shed was demolished in 2011 to make way for the new Institute of Marine and Antarctic Science which was completed in 2014. The Macquarie Wharf Shed No.1 and the Brooke Street Pier are being demolished and replaced with multi-storey buildings that incorporate luxury hotel accommodation, office space, shops and restaurants. These new developments will impact on the vistas at street level across the cove and the place's functional setting. Unsympathetic 'modern' buildings like the imposing Hotel Grand Chancellor (built 1987 and extended in 1998) and the multi-storey Marine Board Building (built in 1972) already impact significantly on the nineteenth/early twentieth century aesthetics of the waterfront. In 2004 the National Trust raised its concerns about inappropriate re-development threatening the integrity and historical legacy of the area.

While the integrity and authenticity of the Tasmanian heritage-listed early port-related buildings is fairly secure, as they are protected under Tasmanian heritage legislation, the visual setting of the port continues to evolve. Some aspects of the functional relationship between the waterfront and the cove's maritime activities remain: some fishing boats still moor and unload their catch at Victoria Dock (Fishermens Dock); local ferry services unload their passengers at Brooke Street pier; ocean liners tie up at the redeveloped Macquarie Wharf Shed No. 2 (outside of the proposed Sullivans Cove and Precinct boundary) allowing passengers to explore Hobart and its surrounds; and Antarctic research vessels resupply and winter in the cove. The movement of goods between Tasmania, the mainland and the rest of the world as roll on-roll off cargo occurs mostly through the northern Tasmanian ports, like Burnie. Some cargo is still moved in and out of Hobart, but that occurs further around Macquarie Point, largely outside of Sullivans Cove. Its function as a 'working port' is much diminished.

(Condition statement as at June 2014).

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